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STATE DOCUMENTS

THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. VIII, No. 1.

January, 1965

CONSTRUCTION UNDER CONTRACT			
1964	MILEAGE	TOTAL \$ UNDER CONTRACT	MEN EMPLOYED
JANUARY	417.239	\$ 66,859,701.29	553
FEBRUARY	429.439	\$ 70,593,572.06	569
MARCH	397.237	\$ 72,749,625.24	423
APRIL	462.456	\$ 78,113,100.41	1448
MAY	440.431	\$ 82,283,082.58	1847
JUNE	578.983	\$ 99,851,749.21	1997
JULY	596.641	\$ 98,944,087.46	2304
AUGUST	518.454	\$ 97,361,727.28	2173
SEPTEMBER	436.275	\$ 95,440,582.70	2009
OCTOBER	471.143	\$ 93,418,594.94	1827
NOVEMBER	445.856	\$ 92,033,068.31	1083
DECEMBER	452.090	\$ 93,320,956.43	176



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Tim Babcock

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PEDESTRIAN ACCIDENT SURVEY

One of the most important problems confronted by all traffic engineers and other officials concerned with traffic safety is the control and safety of pedestrians. A recently-completed study presents the facts on the "who," "where," "when," and "why" of the pedestrian accidents occurring in Montana.

Data for the study was obtained from all the accident reports submitted to the Montana Highway Patrol for the period February 1963 to June, 1964. A total of 323 pedestrian accidents occurring on city streets, highways and county roads comprise the basis for this report, prepared by the Traffic Engineer's department, under the leadership of Paul Poirier.

The report disclosed several interesting facts:

1. Most pedestrian accidents occur under good weather and roadway conditions during daylight hours.

2. 25% of all pedestrian accidents occur between 3:00 and 5:00 p. m.

3. Young drivers, 14-24 years old, are involved in 35% of all pedestrian accidents, while they account for only 16% of all the licensed drivers in Montana.

4. 92.6% of all the drivers involved in a pedestrian accident lived within the community where the accident occurred.

5. More than two-thirds of all pedestrians involved were male.

6. Pre-school and school age children were involved in 57.7% of all the pedestrian accidents.

7. Less than 2% of the elementary school age pedestrian accidents occurred in school zones while the majority occurred in residential districts.

8. Traffic signals do not always provide the best pedestrian protection.

9. Approximately one out of every 12 pedestrians involved was killed.

Copies of the report are available, in limited quantity. If you wish one, write to Traffic Engineer, Montana Highway Department, Helena, 59601.

AWARD SHEET

LETTING OF DECEMBER 18, 1964

Project No.	Amount of Bid	Bidder	Address
I 15-5(26)271 U1, I-IG 15-5(31) 273 U1, I-IG 315-5(3) 272 U1 & U 388(8) Great Falls-Westside, Sun River to Emerson Jct., Great Falls Spur (G, GS, CSB, PCC, PMS, DR, SIGN & BRS.) CASCADE CO.	\$3,178,057.17	McLaughlin, Inc., Nilson-Smith Const. Co., & S. Birch, Inc.	Great Falls
I 15-5(26)271 U2, I-IG 15-5(31)273 U2 & I-IG 315-5(3) 272 U3 Great Falls-Westside, Sun River to Emerson Jct. & Gr. Falls Spur (Fencing) Cascade County	\$ 92,431.41	U. S. Steel Corp.	Portland, Ore.
I-IG 315-5(3)272 U2 Great Falls Spur (Bridges) Cascade County	\$ 186,894.03	Sletten Const. Co.	Great Falls
I-IG 15-5(28)274 U1 Sun River-Emerson Jct. (Bridge) Cascade County	\$ 234,405.48	Sletten Const. Co.	Great Falls
I 90-8(22)444 U1 W. Billings Interchange to Billings 27th St. (G, GS, PMS, DR, SIGN & BRS.) Yellowstone County	\$1,393,683.58	Northwestern Engr. Co.	Rapid City, S. Dak.
I 90-8(22)444 U2 & I-IG 90-8(23)447 U3 W. Billings Interchange to Billings 27th St. & Billings 27th St. to U.S. Hiway No. 87 (Fencing) Yellowstone County	\$ 102,252.82	U. S. Steel Corp.	Portland, Ore.
I-IG 90-8(23)447 U2 Billings 27th St. to U.S. Hiway No. 87 (G, GS, PMS, DR, SIGN & BRS.) Yellowstone County	\$2,531,631.97	Zook Bros. Const. Co.	Great Falls
F 215(12) U1 Florence-Missoula (Bridge) Missoula County	\$ 59,437.28	Hightower & Lubrecht Const. Co.	Missoula
ER 57(4) (S 193) Valier-North & West (Bridge) Pondera County	\$ 151,680.23	F. L. Flynn & Co.	Billings

HEADQUARTERS CHRISTMAS PARTY

Reports indicate the Christmas Party in December, at the Placer Hotel in Helena, was the best ever held.

The food was excellent and the services surpassed any previous functions of this type, according to Jack Trammel, Office of Labor Coordinator-Economist.



Ernest A. Neath, who has been Assistant director of Information since June, 1961, has been named acting Director to fill the vacancy created by the resignation of George Sime on January 1.

George indicated he was going to the west coast, and stated

that he "hated to leave such a fine bunch of people."

His many friends in the department, and throughout the state, will miss him.

The Montana Highway No. 2 association had their winter meeting at Havre, in 20-below weather, on January 8. Despite the weather, an attendance of about 25 were on hand, including L. A. Horvick, Division Engineer from Havre, and Ernest A. Neath, Acting Director of Information from Helena.

John Stephens, president, was in charge of the meeting, and F. A. Allinder of Cut Bank is Secretary-Treasurer. Field Representative Harold Bloomer, reported for the national association, and indicated the efforts to be put forth to attract more tourism to the state.

Horvick and Neath gave a report on proposed construction projects along Highway No. 2 for the coming year.

This association is giving its support to the movement to bring the Boy Scout National Jamboree to Montana in 1968. Roger Sprinkle, who is heading up the project, stated that when Colorado hosted the Jamboree, they reported an additional 10,000 visitors per day into their state.

The following poem was written by the son of Phil Datta, Sectionman in the Wibaux area of the Glendive Division— after he was traveling from Glendive to Wibaux during a severe storm and met a snow plow. He stated "It was the most wonderful sight he could ever hope to see in blizzard and storm conditions." He went home, sat down and wrote

the following, which expresses the same feelings many travelers feel upon meeting a snow plow crew during a storm such as our state has witnessed this winter.

ODE TO THE HIGHWAY CREWS

It's late at night and the north winds blow
As heaven drops a cover of snow.
It hits the ground and swirls through the air,
All vision is lost in the milky glare.

You gaze from the window at the eerie sight
And thank the Lord for your fireside bright.
You make a wish and say a prayer
That no one's out in that icy air.

Then you see a gleaming amber light,
Flashing its warning, way off in the night.
You know from the start, that the amber hue
Comes from the truck of the Highway Crew.

They are all alone on this gloomy night,
Tired and cold, with no rest in sight.
With no marks to show them where to go
As they cut a path in the blanket of snow.

They went to work when the storm began
And won't stop till it quits again.
They will work all night and thru the next day
Until the roads are clear and the snow pushed away.

All thru the night the frigid winds blow
Piling up drifts of the pure white snow.
Then dawn brings a welcome sight,
As the cold wind ceases with the morning light.

Late that day, the sun shines thru
And brings some rest for the Highway Crew.
They have done their jobs, as they always do—
Made the roads safe for someone like you.

As they head home in the twilight gleam,
They think of sleep, but know it's a dream,
For off in the west the clouds hang low,
Bringing a promise of fresh new snow.

They go to sleep, their minds at ease
For they know they brave the winter breeze
To keep the roads safe for your family and you
Above their duty as the Highway Crew.

Next time you see a Highway man,
Stop and say, Thanks, if you can
For his pains are many and his rewards are few,
To keep the roads safe for me and you.

YOUR MONTANA HIGHWAY DOLLARS

A booklet bearing this title, has recently been published by the Montana Highway Users Conference. Its purpose is to provide a quick, easy-to-read summary of Highway tax levies, revenues and expenditures. Primarily, the booklet is intended for reference by members of the 1965 Legislature, but is

(Continued on page 4)

YOUR HIGHWAY DOLLAR

(Continued from page 3)

also designed for familiarizing all Montanans with the use of their highway dollars. Besides the Legislators, all members of the conference have a supply of the booklets.

Single extra copies may be obtained by writing Montana Highway Users Conference, 2327 10th Ave. South, Great Falls.



Seated at the head table at the MHUC winter meeting were Stanley Halvorson, Vice-Chairman of the Commission; Donald D. McPherson, Chief Counsel; Paul Johnson; Ray Reavely, MHUC chairman; and Frank Dunkle, Fish and Game Department Director. At the extreme left, facing camera, is E. H. Cowan, Division Engineer of the BPR.

State Highway Engineer, Paul M. Johnson, was featured speaker at the December 18 meeting of the Montana Highway Users Conference, in Helena.

Johnson told the group that no further funds were needed for the next biennium, but that future years might require added revenue measures. He solicited the support of the association for changes in present right-of-way acquisition laws to streamline condemnation procedures, and stated the position of WASHO as favoring a continuation of the Federal Highway Trust Fund after 1972, with emphasis on ABC systems and four-laning all Interstate.

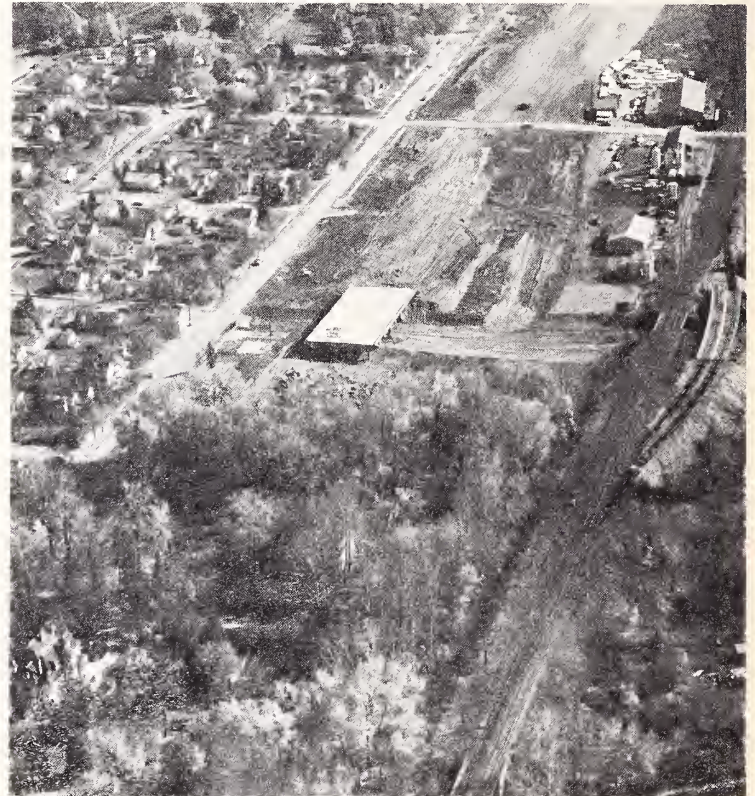
The Interstate picture, as of December 31, 1964, shows 344.663 miles completed; with 156.560 miles under construction and a total of 501.223 miles.

This represents 43% of the total of 1,177 Interstate Miles in Montana.

G. V. W. INCOME DOWN

A decrease under the 11-month period of 1963 shows a decrease in G. V. W income of 1.23%. Accumulative collections, through November 30, totaled \$3,788,200.56. The G.V.W. income for November was \$61,797.19.

Each county treasurer collects the G. V. W. fees, and after retaining 5% for use in the local county, forwards the remaining 95% to the State Treasurer for deposit in the highway account.



Here is an aerial view of the Interstate construction at Missoula. The Van Buren structure is shown, and the Greenough Mansion is in the left foreground.

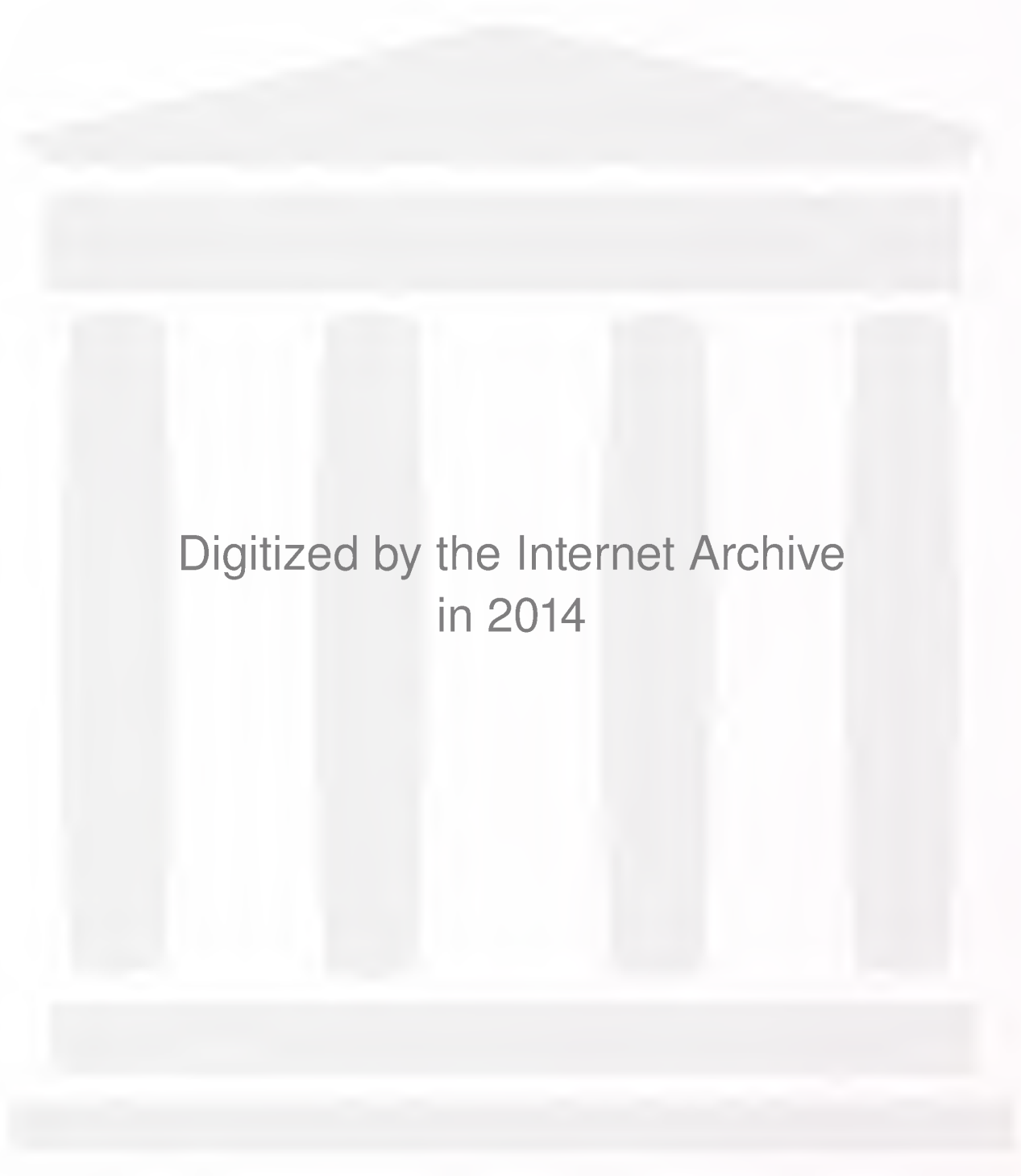
NEWS FROM THE DIVISIONS

Miles City

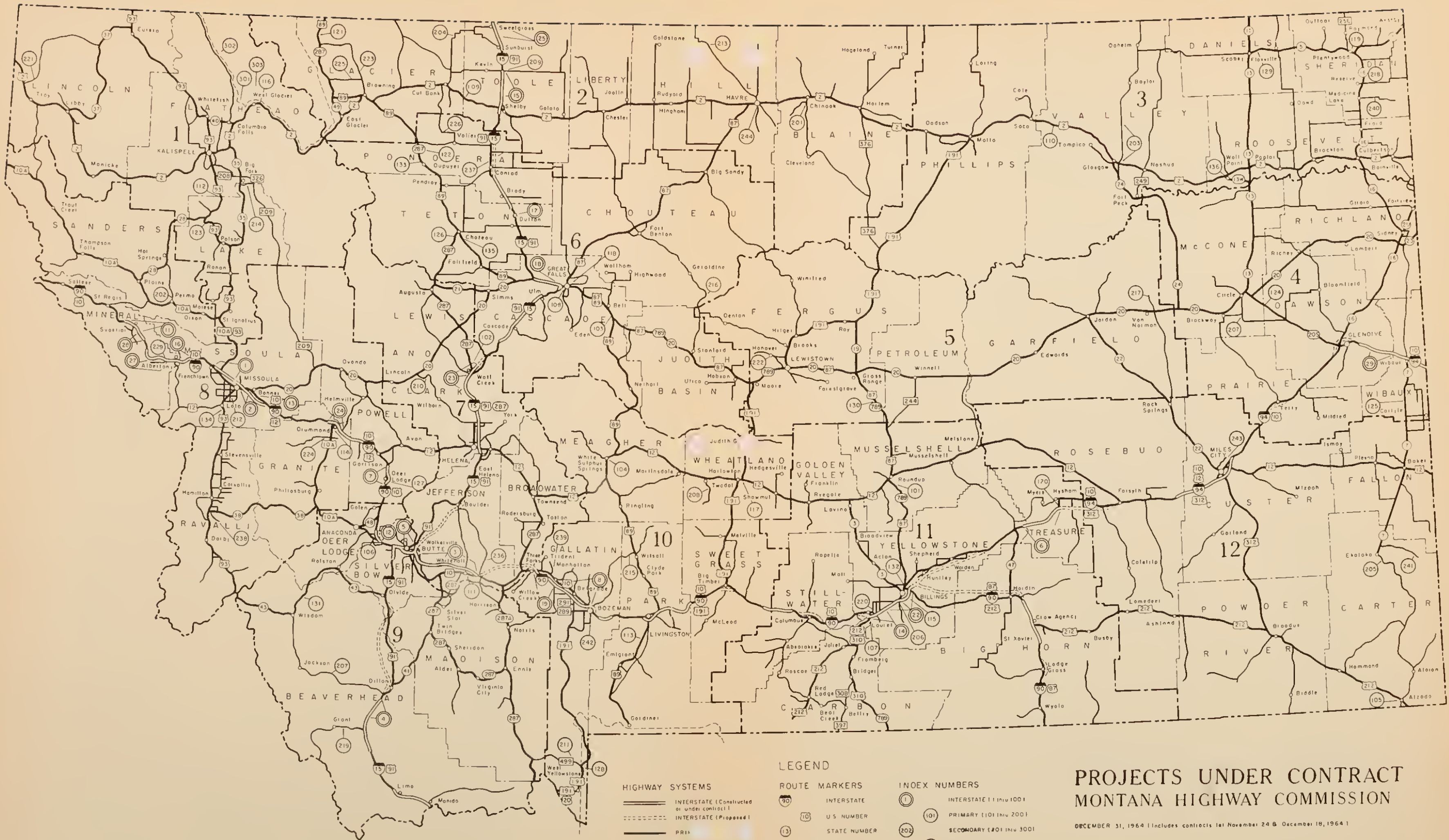
The annual Christmas party for the Miles City Division was held at the Crossroads Inn, December 12, 1964. Fifty-two employees and their wives, including Mr. and Mrs. Milo Lahn of Lewistown, attended the gala affair which consisted of a cocktail hour, a bountiful dinner and dancing. Door prizes were won by Mr. and Mrs. Don Kalness, Earl Kelly, Milo Lahn, Bob Lamb, Duane Strohmayer and Don McRae.

Archie Kelly has been unable to work

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
28	I 90-1 (25) 59 I 90-1 (24) 54 I 90-1 (30) 50 U1	10-31-65 8-31-65 7-1-65	One 826-ft. welded plate girder bridge-Clark Fork. (U.S. 10-S.E. of Superior). One 757-ft. welded plate girder bridge-Clark Fork. (U.S. 10-S.E. of Superior) 3.9 miles four-lane divided, grade, drain, aggregate surface & plant mix bituminous surface. Signing. One 17-ft. concrete junior grade separation. (U.S. 10-S.E. of Superior). 3.9 miles fencing. (U.S. 10-S.E. of Superior). One 757-ft. continuous welded steel plate girder bridge-Clark Fork. (U.S. 10-S.E. of Superior). One 826-ft. continuous welded steel plate girder bridge-Clark Fork. (U.S. 10-S.E. of Superior). 4.2 miles signing. (U.S. 10-E. of Glenliven). 12.8 miles grade, drain, aggregate & plant mix bituminous surface. Widen one 106-ft.Griffith Creek -bridge One 123-ft. prestressed concrete beam bridge-Hodges Road Separation. (U.S. 10-E. of Glenliven). Signing & delineation
29	I 90-1 (30) 50 U2 I 90-1 (31) 54 I 90-1 (32) 59 I 94-6 (7) 216 I 94-6 (8) 221 U1	7-1-65 11-30-65 11-30-65 6-30-65 6-30-65	
<u>FEDERAL AID PRIMARY PROJECTS</u>			
101	F 33 (6) & F 108 (9)	6-30-65	8.0 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87-S. of Moundup).
102	F 238 (10)	7-15-66	1.9 miles grade, drain, aggregate & plant mix bituminous surface. Sign. (Montana 287-Wolf Creek N.).
103	F 64 (10)	6-30-65	0.2 mile repair of slide drainage. (U.S. 87-S. of Belt).
104	F 239 (13)	9-16-65	2.2 miles (0.1 mile Portland Cement Concrete pavement, grade, drain, aggregate surface & plant mix bituminous surface. (U.S. 12-White Sulphur Springs N.E.).
	F 8 (11)	9-16-65	5.2 miles grade, drain, aggregate surface & plant mix bituminous surface. Widen 25-ft. timber bridge-Four Mile Creek to 40 ft. roadway. (U.S. 12-White Sulphur Springs N.E.).
105	F 262 (14)	7-15-65	9.6 miles grade, drain, aggregate & plant mix bituminous surface. Two prestressed concrete beam bridges. One 102-ft.-Thompson Creek. One 142-ft.-Little Missouri River. (U.S. 212-Wyoming Line N.W.).
106	F-FG 68 (12) U1	6-30-65	2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation. (U.S. 10A-E. of Anaconda).
107	F 134 (7)	6-30-65	0.7 miles signing & delineation. (U.S. 212-Laurel S.).
108	U 388 (8)	9-15-67	0.2 miles four-lane divided, grade, drain, aggregate & plant mix bituminous surface. Sign. (U.S. 91-S. of Great Falls).
109	F 220 (8)	7-16-65	3.3 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2-E. of Cut Bank).
	F 154 (6)	7-16-65	4.2 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2-E. of Cut Bank).
110	F 148 (8)	6-30-66	Three prestressed concrete beam bridges. One 172-ft.-Beaver Creek. One 355-ft.-Milk River. One 143-ft.-Milk River Overflow. (U.S. 2-E. of Saco.).
	F 148 (9)	6-30-66	7.6 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 2-E. of Saco).
111	F 69 (11)	10-31-66	0.4 mile grade, drain, aggregate & plant mix bituminous surface. Sign. (U.S. 10-Whitehall approach to I-90.).
112	F 191(24)	6-30-65	5.9 miles grade, drain, aggregate & plant mix bituminous surfacing. (U.S. 93-S. of Kalispell).
113	F 217 (11)	10-15-65	9.2 miles grade, drain, aggregate & plant mix bituminous surface. Relocation portion of NP RY tracks. (U.S. 89-S. of Livingston).
114	F 205 (8) U1 F 205 (8) U2	11-30-65 10-31-65	1.3 miles grade, drain, aggregate & plant mix bituminous surface. Signing. (U.S. 10A-New alignment-Drummond South). Three prestressed concrete beam structures. One 301-ft.-Clark Fork. One 163-ft.-CMST&P RY. One 188-ft.-NP RY. (U.S. 10A-New Alignment-Drummond S.).
115	U FG 228 (16)	6-30-65	1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP RR. (U.S. 10-In Billings).
	F 228 (19) U1 F 228 (19) U2	7-1-65 7-1-65	0.6 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U.S. 10-West Billings Interchange). 0.6 miles fencing. (U.S. 10-West Billings Interchange).
116	F 260 (10)	7-1-65	0.5 miles,grade, drain, aggregate & road-mix bituminous surface. Support wall for slide area correction. (U.S. 2-E. of W. Glacier).
117	F 115 (14)	8-4-65	8.6 miles grade, drain, aggregate & plant mix bituminous surface. Signing & lighting. (U.S. 12-Harlowton E.).
118	F 149 (21) & F 395(9)	6-30-65	Lighting & signals. (U.S. 87 & Bypass Junction-Great Falls).
	F 180 (7)	6-30-65	Lighting & signals. (U.S. 87-E. of Great Falls).
119	F 193 (16)	9-15-65	1.6 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 5-In Plentywood).
120	F 114 (6)	6-30-65	2.4 miles signing & delineation. (U.S. 10-Hysham connection to Interstate 94.).
121	ER 53 (2) (F 208)	6-30-65	Repair flood damaged 122-ft. prestressed concrete beam bridge-Kennedy Creek & Road Approaches. (U.S. 89-N.W. of Browning).
122	ER 57 (2) (F 236)	6-30-65	0.2 mile repair flood damage, grade, drain, aggregate & bituminous surface treatment. Install 12'10"S x 8'4"R. x 82" S.P.R.A.C. Culvert & Cartwright Coulee. (U.S. 87-N. of Dupuyer).
123	F 191 (20) U1	6-30-65	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U.S. 93-N. of Polson).
124	F 246 (13)	6-30-65	9.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Montana 20S - S.E. of Circle).
125	F 2 (17)	6-30-65	24.4 miles aggregate & plant mix bituminous surfacing. (Montana 7-N. of Baker).
126	ER 59 (3)	7-31-65	One 183-ft. prestressed concrete beam bridge-Deerp Creek. Road approaches. (Montana 287-S. of Choteau).
127	F 184 (15)	6-30-65	1.1 miles seeding & mulching. (U.S. 10-N. of Deer Lodge).
128	ERFO 41 (1) **	1965	1.0 mile grade, drain, aggregate & plant mix bituminous surfacing. One 36-ft. concrete slab bridge-Cougair Creek. (U.S. 191 N. of W. Yellowstone).
129	F 251 (11)	9-15-65	7.6 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 5-Scobey E.).
130	F 27 (6) & F 28 (5)	9-15-65	6.1 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87-S. of Grass Ranges).
131	F 43 (17)	6-30-65	15.9 miles plant mix bituminous surface. (Montana 43-N. of Wisdom).
132	F 53 (13) & F 230 (9)	6-30-65	2.1 miles, four-lane median divided grade, drain, aggregate & plant mix bituminous surface. (U.S. 10-Billings E.).
133	ER 57 (6) (F 236)	6-30-65	0.3 mile grade, aggregate & bituminous treatment, bridge approaches. One 122-ft. prestressed concrete beam bridge-Dupuyer Creek Overflow. (U.S. 89-N. of Dupuyer).
1	F 215 (12) U1	11-30-65	One 122-ft. prestressed concrete beam bridge-Lolo Creek. (U.S. 93 - S. of Lolo).
1	ER 59 (2) (F 65)	9-30-65	One 60-ft. prestressed concrete beam span addition to existing 165-ft. concrete & steel pony truss bridge-Teton River. (U.S. 89-S. of Choteau).
136	SMP 4220-01-4310-01-23-4030	6-30-65	Repair drainage system & retaining wall of underpass - GN RY. (Mont. 13W - In Wolf Point).
<u>FEDERAL AID SECONDARY PROJECTS</u>			
201	S 340 (8)	8-15-65	4.4 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Chinook).
202	S 58 (6)	8-31-65	1.1 miles grade, drain, aggregate & plant mix bituminous surface. One 650-ft. welded plate girder bridge - Flathead River. One 128-ft. prestressed concrete beam overpass - NP RY. (Perma North).
203	R-AD 11 (1) & S 368 (16)	9-15-65	14.9 miles grade, drain, aggregate & plant mix bituminous surface. Widen to 30-ft. roadway bridge over East Fork Cherry Creek. (Glasgow N.).
204	S 316 (11)	6-30-65	7.6 miles grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank).
205	S 318 (4) & S 347 (11) *	8-31-65	8.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Ekalaka S.).
206	S-SG 192 (4) U1 S-SG 192 (4) U2 S-SG 192 (5)	7-1-65 7-1-65 6-30-65	1.0 miles grade, drain, aggregate & plant mix bituminous surfacing. Signing & delineation. (Connection to W. Billings Interchange). 1.0 mile fencing. (Connection to W. Billings Interchange). One 190-ft. prestressed concrete beam overpass-NP RY. (S.W. of Billings).
207	S 35 (13)	10-30-65	10.2 miles grade & drain. (W. of Dillon).
208	S 18 (6)	6-30-65	7.3 miles grade, drain, aggregate & plant mix bituminous surfacing. One 112-ft. prestressed concrete beam bridge-Musselshell River. (Twodot S.).
209	S 237 (3)	9-1-65	5.9 miles grade, drain, aggregate & plant mix bituminous surface. (Jct. with I 15 9-01-65 E. - E. of Kevin).
210	S 2 (7)	6-15-65	6.2 miles aggregate & plant mix bituminous surface. (Junction Montana 20E.).
211	ERFO 41 (1) **	1965	15.6 miles grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges. 75-ft. Grayling Creek & 124-ft. Beaver Creek. Widen 83-ft. concrete girder bridges-Cabin Creek. (N.W. of W. Yellowstone).
212	S-SG 218 (2)	9-30-65	0.6 miles grade, drain, aggregate & plant mix bituminous surfacing. One 34-ft. concrete underpass-Dakota Street. Two 38-ft. steel underpasses-CMST&P RR. (Russell St.-S. of Missoula).
213	S 301 (13)	6-30-65	5.0 miles grade, drain, aggregate & plant mix bituminous surface. (N.W. of Havre).
214	S 65 (7)	7-1-65	4.9 miles aggregate & plant mix bituminous surface. (S. of Big Fork).
215	ROW S 370 (13)	6-30-65	Reset 239 rods of fencing. (W. of Wilsall).
216	S 307 (14)	7-31-65	6.1 miles grade, drain, aggregate & plant mix bituminous surface. Widen three timber bridges to 28-ft.-Little Battle Creek, two 75-ft.-Butte and Cowboy Steel Creek. (S.E. of Geraldine).
217	S 307 (15)	7-31-65	5.1 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Geraldine).
218	S 264 (4)	6-30-65	Install 120" Structural Flate Pipe. (W. of Van Norman).
219	S 417 (3)	7-30-65	7.3 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Plentywood).
220	S 85 (00) U2 & S 85 (3) U2	6-30-65	Three prestressed concrete beam bridges. One 92-ft. & 71-ft.-Horse Prairie Creek. One 71-ft.-Medicine Lodge Creek. (Armstead W.).
221	S 192 (7)	7-1-65	3.2 miles grade, drain, aggregate & plant mix bituminous surface. (N.E. of Laurel).
222	S 410 (3)	9-1-65	6.6 miles grade & drain. (N. of Troy).
	S 405 (3)	10-15-65	7.9 miles grade, drain, aggregate & plant mix bituminous surface. One 163-ft. prestressed concrete beam bridge-Spring Creek. (Hanover E. & W.).
223	ER 53 (4) (FAS 266)	6-30-65	One 173-ft. prestressed concrete beam bridge - Cut Bank Creek. (N. of Browning).
224	S 413 (3)	6-30-65	1.9 miles grade, drain, aggregate & plant mix bituminous surface. One 102-ft. prestressed concrete beam bridge-Flint Creek. (S. of Drummond E.).
	S 414 (3)	6-30-65	2.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Drummond W.).
225	ER 53 (5) (FAS 249)	6-30-65	One 163-ft. prestressed concrete beam bridge - Cut Bank Creek. (N.W. of Browning).
226	ER 57 (4) (S 193)	6-30-66	One 285-ft. prestressed concrete beam bridge-Birch Creek. (N.W. of Valier).
229	S 419 (3)	8-30-65	0.9 miles grade, drain, aggregate surface. 0.7 miles plant mix bituminous surface. (Approach I 90 Separation-W. of Alberton).
236	S 9 (10)	6-30-65	3.7 miles reshape, aggregate & plant mix bituminous surface. (S. of Boulder).
237	S 107 (9)	6-30-65	7.0 miles grade, drain, aggregate & plant mix bituminous surface. Widen timber bridge to 32-ft. roadway. (N.E. of Conrad).
238	S 400 (3)	6-30-65	6.4 miles grade & drain. (S. of Hamilton E.).
	S 400 (4)	6-30-65	6.4 miles aggregate & plant mix bituminous surface. (S. of Hamilton E.).
239	S 426 (4)	8-31-65	0.2 mile grade, drain, aggregate surface, approaches to Gallatin River Bridge. (N.E. of Manhattan).
240	S 415 (3)	6-30-65	6.0 miles grade, drain, aggregate surface. One 92-ft. prestressed concrete beam bridge-Lake Creek. (E. of Medicine Lake).
241	S 194 (4)	6-30-65	0.3 miles grade, drain, aggregate surface. One 225-ft. prestressed concrete beam bridge-Box Elder Creek. (E. of Ekalaka).
242	S 243 (3)	7-31-65	6.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Bozeman).
243	S 388 (5)	6-30-65	9.5 miles grade, drain, & aggregate surface. (N.E. of Miles City).
244	US 70 (4)	8-15-65	0.7 miles grade, drain, aggregate & plant mix bituminous surface. (Fifth Avenue In Havre).
2	S 402 (3)	6-30-65	7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (N.E. of Culbertson).
<u>OFF SYSTEM PROJECTS</u>			
301	GNP 8-A4 *	1965	One 403-ft. prestressed concrete beam bridge-N. Fk. Flathead River. (In Glacier Park).
	GNP 8-A5 *	1965	8.5 miles grade, drain & base. (In Glacier Park).
302	ERFO 63 (1) *	1966	Reconstruct seven bridges & repair one bridge. (In Glacier Park).
303	ERFO 66 (2) *	1965	One 201-ft. treated timber bridge-McDonald Creek. (In Glacier Park).
* - Bureau of Public Roads Projects.			
** - Bureau of Public Roads Projects. - Map Index Numbers 128 & 211 one contract.			



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10

HIGHWAY SYSTEMS

INTERSTATE (Constructed or under contract)

INTERSTATE (Proposed)

PRIMARY

SECONDARY

FINANCIAL DISTRICT NUMBER

LEGEND

ROUTE MARKERS

INTERSTATE

U.S. NUMBER

STATE NUMBER

OTHER NUMBER

INDEX NUMBERS

INTERSTATE (1 thru 100)

PRIMARY (101 thru 200)

SECONDARY (201 thru 300)

OFF SYSTEM (301 thru 400)

NOTE

Index Number 301 thru 400 on reverse of sheet

PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION

DECEMBER 31, 1964 (Includes contracts let November 24 & December 18, 1964)

MAP INDEX NUMBER	PROJECT NUMBER	PROBABILE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION	MAP INDEX NUMBER	PROJECT NUMBER	PROBABILE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID INTERSTATE PROJECTS							
1	1-10 90-2 (25) 95 U1	10-31-66	7.8 miles four-lane divided, grade, drain, cement base stabilization, aggregate surface, plant mix bituminous & Portland Cement Concrete paving. Signing. Nine prestressed concrete structures. One 321-ft. Underpass-DeSmet Interchange, dual 163-ft. overpass - NP RT, dual 138-ft. overpass-County Road, dual 195-ft. overpass-Grant Creek & Interchange, two 32-ft. bridges-Grant Creek on Interchange Ramp. (New alignment - 1 90-W. of Missoula.)	28	1 90-1 (25) 59 1 90-1 (24) 34 1 90-1 (30) 50 U1	10-31-65 8-31-65 7-1-65	One 826-ft. welded plate girder bridge-Clark Fork. (U.S. 10-S.E. of Superior). One 757-ft. welded plate girder bridge-Clark Fork. (U.S. 10-S.E. of Superior). 3.9 miles four-lane divided, grade, drain, aggregate surface & plant mix bituminous surface. Signing. One 17-ft. concrete junior grade separation. (U.S. 10-S.E. of Superior). 3.9 miles fencing. (U.S. 10-S.E. of Superior). One 757-ft. continuous welded steel plate girder bridge-Clark Fork. (U.S. 10-S.E. of Superior). One 826-ft. continuous welded steel plate girder bridge-Clark Fork. (U.S. 10-S.E. of Superior). 4.2 miles signing. (U.S. 10-E. of Glendive). 12.8 miles grade, drain, aggregate & plant mix bituminous surface. Widen one 106-ft.Griffith Creek -bridge One 143-ft. prestressed concrete beam bridge-Hodges Road Separation. (U.S. 10-E. of Glendive). Signing & delineation
2	1-10 90-2 (25) 95 U2 1-10 90-2 (14) 105 U1	10-31-66 10-15-65	7.8 miles fencing. (New alignment - 1 90-W. of Missoula). 4.9 miles grade, drain, cement base stabilization, aggregate surface, Portland Cement Concrete pavement and plant mix bituminous surface. One 88-ft. steel & concrete NP RT overpass-Ven Buren Street. Signing & lighting. (New alignment - 1 90-Missoula E.).		1 90-1 (30) 50 U2 1 90-1 (31) 54 1 90-1 (32) 59 1 94-6 (7) 216 1 94-6 (8) 221 U1	7-1-65 11-30-65 11-30-65 6-30-65 6-30-65	
3	1 90-4 (8) 226 U1	10-15-65 9-30-65	4.9 miles fencing. (New alignment - 1 90-Missoula E.). 2.8 miles four-lane divided, grade, drain, cement stabilized base, aggregate surface, plant mix bituminous surface & concrete pavement. (New alignment - 1 90-Butte S.E.).	29			
	1 90-4 (8) 226 U2 1 90-4 (10) 229 U1 1 90-5 (6) 231 U1	6-30-65 8-30-66 8-30-66	2.8 miles four-lane divided, grade, drain, aggregate surface, plant mix bituminous surface. Signing. (New alignment - 1 90-Butte S.E.). 2.3 miles four-lane divided, grade, drain, aggregate surface, plant mix bituminous surface. One 230-ft. prestressed concrete beam underpass. Homestake Interchange. Signing. (New alignment - 1 90-Butte S.E.).				
	1 90-5 (7) 233 U1	8-30-66	7.1 miles four-lane divided, grade, drain, aggregate surface, plant mix bituminous surface. Dual 123-ft. prestressed concrete beam overpass - Pipestons Interchange. (New alignment - 1 90-Butte S.E.).	101	F 33 (6) & F 108 (9)	6-30-65	8.0 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87-S. of Roundup).
	1 90-4 (10) 229 U2	4-30-65	2.6 miles fencing. (New alignment - 1 90-Butte S.E.).	102	F 238 (10)	7-15-66	1.9 miles grade, drain, aggregate & plant mix bituminous surface. Sign. (Montana 287-Wolf Creek N.).
	1 90-5 (6) 231 U2	4-30-65	2.3 miles fencing. (New alignment - 1 90-Butte S.E.).	103	F 64 (10)	6-30-65	0.2 mile repair of slide drainage. (U.S. 87-S. of Belt).
	1 90-5 (7) 233 U2	9-30-65	7.1 miles fencing. (New alignment - 1 90-Butte S.E.).	104	F 239 (13)	9-16-65	2.2 miles (0.1 mile Portland Cement Concrete pavement, grade, drain, aggregate surface & plant mix bituminous surface. (U.S. 12-White Sulphur Springs N.E.).
	1 90-5 (8) 231 U1	9-30-66	2.6 miles grade, drain, aggregate surface. Signing. (Moose Creek Access Road to 1 90.).		F 8 (11)	9-16-65	5.2 miles grade, drain, aggregate surface & plant mix bituminous surface. Widen 25-ft. timber bridge-Four Mile Creek to 40 ft. roadway. (U.S. 12-White Sulphur Springs N.E.).
	1 90-5 (5) 241 U1	10-31-66	9.6 miles four-lane divided, grade, drain, aggregate & plant mix bituminous surface. Signing. One 273-ft. prestressed concrete beam - Underpass - County Road. (New alignment - 1 90-Whitehall E. & W.).	105	F 262 (14)	7-15-65	9.6 miles grade, drain, aggregate & plant mix bituminous surface. Two prestressed concrete beam bridges. One 102-ft.-Thompson Creek. One 142-ft.-Little Missouri River. (U.S. 212-Wyoming Line N.W.).
	1 90-5 (5) 241 U2	11-30-65	9.6 miles fencing. (New alignment - 1 90-Whitehall E. & W.).	106	F-FC 68 (12) U1	6-30-65	2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation. (U.S. 104-E. of Anaconda).
	1-10 90-5 (5) 241 U3	7-31-66	Dual 315-ft. steel girder overpasses-NP RT. Four prestressed concrete beam bridges, Dual 108-ft. County Road, Dual 128-ft. Whitehall Interchange. (New alignment - 1 90-Whitehall E. & W.).	107	F 134 (7)	6-30-65	0.7 miles signing & delineation. (U.S. 212-Laurel S.).
4	1 15-1 (20) 51 U1	7-31-66	6.8 miles grade, drain, aggregate & plant mix bituminous surface. Rest area. Signing. (1 15-S. of Dillon.).	108	U 388 (8)	4-15-67	0.2 miles four-lane divided, grade, drain, aggregate & plant mix bituminous surface. Sign. (U.S. 91-S. of Great Falls).
	1 15-1 (20) 51 U2	7-31-66	6.8 miles fencing. (1 15-S. of Dillon.).	109	F 220 (8)	7-16-65	3.3 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2-E. of Cut Bank).
	1 15-1 (20) 51 U3	9-30-65	Three prestressed concrete beam structures. One 188-ft. Beaverhead River, one 163-ft. Beaverhead River, one 123-ft. Barrette Interchange. (1 15-S. of Dillon.).	110	F 154 (6)	6-30-65	4.2 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2-E. of Cut Bank).
5	1-10 15-2 (16) 126 U2 & 1 125-2 (2) 126 U2	6-30-65	Five structures, two prestressed concrete beam overpasses, one 301 & 321-ft. BAAP RT. & CMST&P RT, three steel & concrete overpasses, one 442 & 489-ft. NP RT. & Clark Fork, one 244-ft. M. Butte Interchange. (1 15-Butte W.).		F 148 (8)	6-30-66	Three prestressed concrete beam bridges. One 172-ft.-Beaver Creek. One 355-ft.-Milk River. One 143-ft.-Milk River Overflow. (U.S. 2-E. of Saco).
	1-10 15-2 (16) 126 U3	6-30-65	2.2 miles fencing. (1 15-Butte W.).	111	F 128 (9)	6-30-66	7.6 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 2-E. of Saco).
	1 125-2 (2) 126 U3	6-30-65	0.4 miles fencing. (1 15-Butte W.).	112	F 69 (11)	10-31-66	0.4 mile grade, drain, aggregate & plant mix bituminous surface. Sign. (U.S. 10-Whitehall approach to I-90.).
	1-10 15-2 (16) 126 U4	6-30-65	Dual 463-ft. steel & concrete overpasses - NP RT & CMST&P RT. (1 15 - Butte W.).	113	F 191(24)	6-30-65	5.9 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 93-S. of Hallspoll).
	1-10 15-2 (16) 126 U5	6-30-65	3.6 miles grade, drain, cement stabilized base, aggregate & plant mix bituminous surfacing. One 230-ft. steel & concrete overpass NP RT. Signing. (New alignment 1 15-Butte N.E.).	114	F 217 (11)	10-15-65	9.2 miles grade, drain, aggregate & plant mix bituminous surface. Relocation portion of NP RT tracks. (U.S. 89-S. of Livingston).
	1-10 15-2 (18) 131 U1	7-31-66	3.6 miles fencing. (New alignment 1 15-Butte N.E.).	115	F 205 (8) U1 F 205 (8) U2	11-30-65 10-31-65	1.3 miles grade, drain, aggregate & plant mix bituminous surface. Signing. (U.S. 104-New alignment-Drummond South).
6	1 15-2 (19) 126	6-30-65	5.5 miles signing, delineation & lighting. (1 15-W. of Butte E.).		U FG 228 (16)	6-30-65	(U.S. 104-New Alignment-Drummond S.).
	1 94-1 (7) 50	6-30-65	1.3 miles signing & delineation. (New alignment-S.W. of Hysham.).	116	F 228 (19) U1	7-1-65	1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP RT. (U.S. 10-In Billings).
	1 94-2 (5) 55 U1	6-30-65	6.4 miles (4.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surfacing. (New alignment 1 94-S.W. of Hysham.).	117	F 228 (19) U2	7-1-65	0.6 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U.S. 10-West Billings Interchange).
	1 94-2 (7) 51	6-30-65	16.2 miles signing & delineation. (New alignment 1 94 - S.W. of Hysham.).	118	F 260 (10)	7-1-65	0.6 miles fencing. (U.S. 10-West Billings Interchange).
7	1 90-3 (11) 180	6-30-65	8.2 miles seeding & mulching. (U.S. 10-N. & S. of Deer Lodge.).	119	F 115 (11)	8-4-65	5.5 miles grade, drain, aggregate & road-mix bituminous surface. Support wall for slide area correction. (U.S. 2-E. of W. Glacier).
8	1 90-3 (13) 296 U1	9-15-65	8.4 miles grade, drain, cement base stabilization, aggregate surface, Portland Cement Concrete Pavement & plant mix bituminous surface. Four prestressed concrete beam structures, dual 113-ft. overpass-County Road, dual 245-ft. underpasses - U.S. 10-W. Bowman Interchange. (New alignment - 1 90-Belgrade to Bozeman.).	120	F 121 (21) & F 395(9)	6-30-65	Lighting & signals. (U.S. 87 & Byrnes Junction-Great Falls).
	1 90-6 (13) 296 U2	9-15-65	8.4 miles fencing. (New alignment 1 90-Belgrade to Bozeman.).	121	F 180 (7)	6-30-65	Lighting & signals. (U.S. 87-W. of Great Falls).
	1-10 90-6 (14) 287 U1	9-30-65	9.5 miles four-lane divided, grade, drain, cement stabilized base, aggregate surface, Portland Cement Concrete Pavement & plant mix bituminous surface. Signing. (New alignment 1 90-Manhattan to Belgrade.).	122	F 193 (16)	9-15-65	1.6 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 5-In Plentywood).
	1 90-6 (11) 296 U3	9-30-65	8.4 miles signing. (New alignment 1 90-Belgrade to Bozeman.).	123	F 114 (6)	6-30-65	2.4 miles signing & delineation. (U.S. 10-Hyshan connection to Interstate 94.).
	1-10 90-6 (14) 287 U2	9-30-65	9.5 miles fencing. (New alignment 1 90-Manhattan to Belgrade.).	124	ER 53 (2) (F 208)	6-30-65	Repair flood damaged 122-ft. prestressed concrete beam bridge-Kennedy Creek & Road Approaches. (U.S. 89-W.W. of Browning).
	1-10 90-6 (14) 287 U3	7-31-65	Five prestressed concrete beam structures, dual 113-ft. West Lane Separation, dual 113-ft. Central Park South Separation, one 235-ft. Belgrade Interchange. (New alignment-Manhattan to Belgrade.).	125	ER 57 (2) (F 236)	6-30-65	0.2 mile repair flood damage, grade, drain, aggregate & bituminous surface treatment. Install 12'10" x 8'4" N. x 82' S. I.D.A.C.
	1-10 90-6 (14) 287 U4	7-31-65	51x prestressed concrete beam structures, dual 82-ft. Camp Creek, dual 92-ft. Baker Creek, dual 205-ft. West Gallatin River. (New alignment 1 90-Manhattan to Belgrade.).	126	F 191 (20) U1	6-30-65	Culvert & Cartwright Coulee. (U.S. 87-W. of Dupuyer).
10	1 15-5 (25) 238	6-30-65	15'4" S. x 10'4" R. Structural Plate pipe arch culvert. (U.S. 91-N. of Wolf Creek.).	127	F 246 (13)	6-30-65	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U.S. 93-W. of Folsom).
11	1 90-1 (16) 43	6-30-65	6.7 miles seeding & mulching. (U.S. 10-N. & S. of Superior.).	128	F 2 (17)	6-30-65	9.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Montana 200 - S.E. of Circle).
12	1-10 90-4 (7) 205 U1	6-30-65	4.5 miles four-lane divided, grade, drain, cement stabilized base, surface & plant mix bituminous surfacing. Frontage Roads. Rest areas, signing & delineation. (U.S. 10-S. of Deer Lodge.).	129	ER 59 (3)	7-31-65	24.4 miles aggregate & plant mix bituminous surfacing. (Montana 7-N. of Baker).
13	1 90-2 (22) 110	6-30-65	7.2 miles signing & delineation. (New alignment - 1 90 - W. of Bonner E.).	130	F 184 (15)	6-30-65	One 183-ft. prestressed concrete beam bridge-Deep Creek. Road approaches. (Montana 287-S. of Choteau).
14	1-10 90-8 (17) 433 U3	6-30-65	Four continuous welded steel plate girder bridges, dual 455 ft. & dual 404 ft.-Clark Fork. (New alignment - 1 90-W. of Bonner E.).	131	ENFO 41 (1) **	1965	1.1 miles seeding & mulching. (U.S. 10-N. of Deer Lodge).
15	1 90-8 (24) 433	7-1-65	5.3 miles fencing. (New alignment 1 90-Laurel E.).	132			1.0 mile grade, drain, aggregate & plant mix bituminous surfacing. One 36-ft. concrete slab bridge-Cougar Creek. (U.S. 191 N. of W. Yellowstone).
16	1 15-8 (14) 357 U1	6-30-65	5.3 miles signing & delineation. (New alignment - 1 90-Laurel E.).	133	F 251 (11)	9-15-65	7.6 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 5-Scobey E.).
17	1-10 90-2 (21) 80 U1	6-30-65	12.0 miles grade, drain, surface, plant mix bituminous surface, rest area & signing. (U.S. 91-N. of Shelby.).	134	F 27 (6) & F 28 (5)	6-30-65	6.1 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87-S. of Grass Range).
18	1-10 90-2 (21) 80 U2	6-30-65	One 981-ft. welded steel plate girder bridge-Clark Fork & CMST&P RR. (U.S. 12-E. of Alberton.).	135	F 43 (9) & F 230 (9)	6-30-65	14.9 miles plant mix bituminous surface. (Montana 43-N. of Weldon).
19	1 15-6 (8) 307	9-30-65	4.3 miles (2.6 miles four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing. (U.S. 10-E. of Alberton.).	136	ER 57 (6) (F 236)	6-30-65	2.1 miles, four-lane median divided grade, drain, aggregate & plant mix bituminous surface. (U.S. 10-Billings E.).
20	1-15-5 (22) 273	11-30-65	4.3 miles fencing. (U.S. 10-E. of Alberton.).	1	F 215 (12) U1 ER 59 (2) (F 65)	11-30-65 9-30-65	0.3 mile grade, aggregate & bituminous treatment, bridge approaches. One 122-ft. prestressed concrete beam bridge-Dupuyer Creek Overflow. (U.S. 89-W. of Dupuyer).
21	1 15-5 (26) 271 U1	9-15-67	One 146-ft. prestressed concrete beam bridge-Teton River. Road approaches to bridge. (1 15-N. of Dutton.).	136	SNP 4220-01-4310-01-23-4030	6-30-65	One 122-ft. prestressed concrete beam bridge-Lolo Creek. (U.S. 93 - S. of Lolo).
22	1-10 15-5 (31) 273 U1	9-15-67	3.0 miles four-lane divided, grade & drain. (New alignment - 1 15-In Great Falls.).				One 60-ft. prestressed concrete beam span addition to existing 165-ft. concrete & steel pony truss bridge-Teton River. (U.S. 89-S. of Choteau).
23	1-10 15-5 (31) 273 U2	9-15-67	Dual 463-ft. prestressed concrete beam bridges - Sun River. (New alignment - 1 15-In Great Falls.).	201	S 340 (8)	8-15-65	Repair drainage system & retaining wall of underpass - GN RT. (Mont. 13W - In Wolf Point).
24	1-10 15-5 (31) 273 U3	9-15-67	2.0 miles four-lane divided, grade, drain, cement stabilized base, aggregate & plant mix bituminous surface. Sign. Three prestressed concrete beam structures - one 240-ft. Gore Hill Interchange - one 296-ft. Spur Interchange - one 318-ft. County Road Separation. (New alignment - 1 15 - In Great Falls S.).	202	S 58 (6)	8-31-65	4.4 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Chinook).
25	1-10 15-5 (31) 273 U4	9-15-67	3.0 miles four-lane divided, cement stabilized base, aggregate surface, concrete paving, plant mix bituminous surface. Signing. (New alignment - 1 15 - In Great Falls).	203	B-AD 11 (1) & S 368 (16)	9-15-65	1.1 miles grade, drain, aggregate & plant mix bituminous surface. One 650-ft. welded plate girder bridge - Flathead River.
26	1-10 15-5 (31) 273 U5	9-15-67	0.6 mile four-lane divided, grade, drain, aggregate & plant mix bituminous surface. Signing. (New alignment - 1 315 - S. of Great Falls).	204	S 316 (11)	6-30-65	One 126-ft. prestressed concrete beam overpass - NP RT. (Perce North).
27	1-10 15-5 (31) 273 U6	9-15-67	2.0 miles fencing. (New alignment - 1 15 - Great Falls S.).	205	S 318 (4) & S 347 (11) *	6-30-65	14.9 miles grade, drain, aggregate & plant mix bituminous surface. Widen to 30-ft. roadway bridge over East Fork Cherry Creek. (Glasgow N.).
28	1-10 15-5 (31) 273 U7	9-15-67	3.0 miles fencing. (New alignment - 1 15 - In Great Falls).	206	S-SC 192 (4) U1 S-SC 192 (4) U2 S-SC 192 (5)	6-30-65 7-1-65 6-30-65	7.6 miles grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank).
29	1-10 15-5 (31) 273 U8	9-15-67	0.6 miles fencing. (New alignment - 1 315 - S. of Great Falls).	207	S-SC 192 (4) U2 S-SC 192 (5)	7-1-65 6-30-65	8.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Baklava S.).
30	1-10 15-5 (31) 273 U9	9-15-67	Three structures. Dual 146-ft. prestressed concrete beam - Bridge St. Separation. One 406-ft. steel & concrete - GN RT. (New alignment - 1 15 - S. of Great Falls).	208	S 35 (13)	10-30-65	1.0 miles grade, drain, aggregate & plant mix bituminous surfacing. Signing & delineation. (Connection to W. Billings Interchange).
31	1-10 15-5 (31) 273 U10	9-15-67	One 265-ft. prestressed concrete beam structure - Central Avenue Interchange. (New alignment - 1 15 - In Great Falls).	209	S 18 (6)	6-30-65	One 190-ft. prestressed concrete beam overpass-NP RT. (S.W. of Billings).
32	1-10 15-5 (31) 273 U11	9-15-67	Five prestressed concrete beam structures. Dual 123-ft. 5th Avenue. One 245-ft. Underpass-34th Street. Dual 356-ft.-Emerson Junction Interchange & GN RT. (New alignment - 1 15 - In Great Falls).	210	S 237 (3)	9-1-65	10.2 miles grade & drain. (W. of Dillon).
33	1-10 15-5 (31) 273 U12	9-15-67	10.5 miles cement stabilized base, aggregate surfacing, concrete pavement & signing. (U.S. 10 - E. of Three Forks).	211	S 2 (7)	6-15-65	7.3 miles grade, drain, aggregate & plant mix bituminous surfacing. One 14-ft. prestressed concrete beam bridge-Muskegonella River. (Twiot S.).
34	1-10 15-5 (31) 273 U13	9-15-67	3.0 miles four-lane divided, grade, drain, aggregate & plant mix bituminous surface. Sign. Two prestressed concrete beam structures. One 215-ft. underpass-Billings Boulevard Separation. One 304-ft.-Sugar Avenue Separation. (New alignment - 1 90-W. of Billings).	212	ENFO 41 (1) **	1965	5.9 miles grade, drain, aggregate & plant mix bituminous surface. (Jct. with 1 15 4-01-65 E. - E. of Kevin).
35	1 90-8 (27) 444 U2	4-15-66	3.0 miles fencing. (New alignment - 1 90-E. of Billings).	213	S 301 (13)	6-30-65	6.2 miles aggregate & plant mix bituminous surface. (Junction Montana 20E.).
36	1-10 90-8 (23) 447 U1	9-15-67	3.6 miles fencing. (New alignment - 1 90-E. of Billings).	214	S 65 (7)	7-1-65	15.6 miles grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges. 75-ft. Grayling Creek & 144-ft. Beaver Creek. Widen 83-ft. concrete girder bridges-Cabin Creek. (N.W. of W. Yellowstone).
37	1-10 90-8 (23) 447 U2	9-15-67	3.6 miles fencing. (New alignment - 1 90-E. of Billings).	215	S-SC 218 (2)	9-30-65	0.6 miles grade, drain, aggregate & plant mix bituminous surface. One 36-ft. concrete underpass-Dakota Street. Two 38-ft. steel underpasses-CMST&P RR. (Rusalia St. - S. of Missoula).
38	1-10 90-8 (23) 447 U3	9-15-67	3.6 miles fencing. (New alignment - 1 90-E. of Billings).	216	S 307 (13)	7-31-65	4.9 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Big Horn).
39	1 90-8 (25) 438	7-1-65	6.1 miles signing & delineation. (U.S. 10-S.W. of Billings).	217	S 307 (13)	7-31-65	Reset 239 rods of fencing. (W. of Aldrich).
40	1 90-8 (19) 443 U1	7-1-65	1.2 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U.S. 10-West Billings Interchange.).	218	S 307 (13)	7-31-65	6.1 miles grade, drain, aggregate & plant mix bituminous surface. Widen three timber bridges to 28-ft.-Little Battle Creek. Two 75-ft.-Butte and Cowboy Steel Creek. (S.E. of Geraldine).
41	1 90-8 (19) 443 U2	7-1-65	1.2 miles fencing. (U.S. 10-West Billings Interchange.).	219	S 307 (13)	7-31-65	5.1 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Geraldine).
42	1 15-4 (18) 210 U1 & 1 15-4 (21) 210	7-31-65	2.1 miles four-lane divided, grade, drain, surface, plant mix bituminous surfacing & signing. (U.S. 91-S. of Wolf Creek.).	220	S 307 (13)	7-31-65	Install 120' Structural Plate Pipe. (W. of Van Hornum).
43	1 15-4 (18) 210 U2	7-31-65	2.1 miles fencing. (U.S. 91-S. of Wolf Creek.).	221	S 307 (13)	7-31-65	One 163-ft. prestressed concrete beam bridge - Cut Bank Creek. (N.W. of Browning).
44	1 15-4 (18) 210 U3	7-31-65	5.8 miles grade, aggregate surface, plant mix bituminous surfacing & signing. Rest area. (U.S. 91-Wolf Creek S.).	222	S 307 (13)	7-31-65	One 285-ft. prestressed concrete beam bridge-Bird Creek. (N.W. of Valier).
45	1 15-4 (18) 210 U4	7-31-65	5.8 miles fencing. (U.S. 91-Wolf Creek S.).	223	S 419 (3)	8-30-65	0.9 miles grade, drain, aggregate surface. 0.7 miles plant mix bituminous surface. (Approach 1 90 separation-W. of Alberton).
46	1 15-4 (18) 210 U5	7-31-65	Dual 514-ft. Steel Bridge. Little Prickly Pear Creek. (U.S. 91-Wolf Creek W.).	224	S 107 (9)	6-30-65	3.7 miles reshape, aggregate & plant mix bituminous surface. (S. of Bozeman).
47	1 15-4 (18) 210 U6	7-31-65	2.7 miles four-lane divided, grade, drain, aggregate & plant mix bituminous surface. Sign. Dual 113-ft. prestressed concrete beam overpass-Wolf Creek Interchange. One 90-ft. steel bridge-Little Prickly Pear Creek on approach to Wolf Creek Interchange.	225	S 400 (3)	6-30-65	7.0 miles grade, drain, aggregate & plant mix bituminous surface. Widen timber bridge to 32-ft. roadway. (N.E. of Conrad).
48	1 15-4 (18) 210 U7</						

since October 27, 1964, due to illness. He has been confined to the hospital for two extended periods and received major surgery December 11, 1964. All of Archie's many friends hope the cause of his illness has been corrected and wish him a speedy recovery.

Arthur D. Anderson and Donald L. Stewart were recently advanced to the classification of rodman.

Congratulations are in order for a job well done, to all personnel who assisted in relief operations in Southeastern Montana necessitated by the severe blizzard of December 15 and 16, 1964.

Great Falls

Great Falls' Division, Annual Highway Christmas Party was held Dec. 12, at the Vets Club. A crowd of approximately 130 attended. A cocktail hour put everyone in the proper mood, followed by a ham dinner, with dancing starting around 9:15 p. m. From all reports, a very good time was had by everyone that attended. Cold weather and blizzard conditions in the North prevented many from coming.

The R/W Dept. had an evening of dining and dancing for their Christmas shindig at the Hi-Hat on December 18.

"It's a boy!" Congratulations, Norris and Marge Forum, on your latest addition to the family.

Glen Enderson was recently made Project Engineer and has his office in Lincoln. Congratulations on the promotion, Glen!

Lewistown

"1965 Bowling Tournament Headquarters"

District No. 6, in Lewistown, is the Bowling Tournament Headquarters, and the dates are April 10th and 11th, 1965.

The Snowy Lanes will provide the lanes for the Doubles and Singles, while the Eagles' Lanes will be the spot for the team events.

Girls and Boys (employees of the State Highway only) and/or their spouses may participate.

The tournament for the fairer sex, will be held at the same places, dates and times, as the tournament for the men, but as a separate

tournament (so come along girls) there will be fun for all.

All information, including entry forms, has been sent out to each District and each Division Engineer.

Lowell Rathbun, formerly of Billings, has joined the Lewistown forces as a Project Engineer. Welcome to our "Gang," Lowell!

Joseph Braunbeck and Don Craftenberg, each took the "big leap" and picked themselves a wife. Congratulations and best wishes to all of you from all of the Lewistown Division.

On December 11th, a very delightful Highway Christmas party was held at the Bar 19, with around 80 in attendance. Beginning with a cocktail hour and then a lovely smorgasbord was enjoyed by all, followed by dancing 'til the wee hours of the morning.

Earl Housel and Oscar Mauland, on vacation, motored to California to watch the Rose Bowl parade and the football game.

After a six weeks spell in and out of the hospital, Andy Harcharik, much improved now, is back to work again, carrying a nickname of A. E. (Chester) Harcharik. Andy wishes to thank everyone for their thoughtfulness throughout his illness.

Gerald Charlton and Carr Cleveland, R/W agents and Wes Rimel, R/W Supervisor, attended the Right of Way workshop and school held in Great Falls and report a very interesting and informative session.

Bozeman

We wish to extend heartiest congratulations to Project Engineer, Bill Nimmons and his wife, Ellen, on their latest addition to the family. Little Billie Jo Nimmons was born December 3, 1964, weighing 8 lbs. and 8 oz. and joins a little brother and two sisters.

Once again Local 1621 celebrated the Yule-Party. This year the party was held at the Eagles Lodge with a scrumptious Prime Rib Dinner and dancing enjoyed by all who attended.

Among the holiday news, Division Mechanic, Lorn Hardie and wife spent several days with their daughter and family in Utah. Bert Moore, Division Maintenance Foreman,

(Continued on page 10)



BLAST IN WOLF CREEK CANYON

The hills resounded to the sound of an explosion on January 11, which is pictured here at the instant of detonation.

It was necessary to remove a point of rocks in order to provide additional PTW width so that the huge culvert in the center

of the picture, could be uncovered and repaired. 15 will cross Prickly Pear Creek at this point, coming through the cut at the extreme right.

The blast necessitated closing the highway to traffic for a period of about 2½ hours.

DIVISION NEWS

and wife were in Seattle, Washington with their daughter and family; Mr. H. L. Morrison and wife spent the season in Colorado with their daughter and family. Mr. Morrison is a Sectionman in the Livingston area. Elliott Barkell, Material Supervisor and wife vacationed in the Los Angeles area during the holidays.

Another item of interest in this area right now are the various individuals who will be taking part in some of the activities and highlights of the Winter Fair held at Bozeman

during the week of January 30, thru February 5th.

Saturday, January 2, 1965, we understand the members of the shop enjoyed a good old-fashioned hayride with their wives. Several hilarious incidents occurred during the evening and the final event was a Chili Supper served at the Kenneth Noyes residence.

Glendive

Centerline would like to extend a belated holiday wish to the maintenance men who worked long, long cold hours keeping the holi-

day traffic moving through our extreme cold spell that hit about that time. Many of them were unable to spend more than a couple of hours with their families because of the heavy snow and continued ice conditions that prevailed. Our snow plow and sanding crews did a beautiful job and are to be given an extra special pat on the back for a job very well done.

Congratulations go to Mr. and Mrs. Clifford Neiffer, Bridge Inspector, whose son, Clifford Dean was born on Dec. 22, 1964.

Also to Mr. and Mrs. Gene Vest, Laboratory Technician, on the birth of a son, Timothy Robert, born on Dec. 13, 1964.

Kalispell Division

December 4 was a very special day for E. L. "Slim" Smith. More than 130 of his former fellow employees, friends and wives, gathered at the Hacienda to honor "Slim" for the 36 years of service to the State of Montana.

Special guests for the occasion included Vice-Chairman and Mrs. Stanley Halvorson; Secondary Roads Engineer Fred Wells and Mrs. Wells of Helena, and Ray Spurzen, Division Engineer and Mrs. Spurzem.



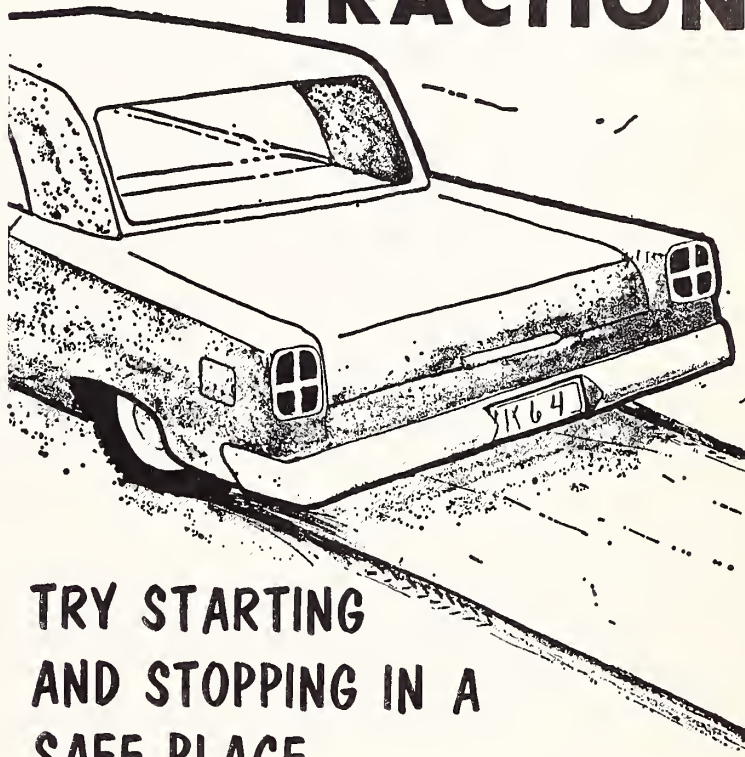
After a smorgasbord, Al Fopp, Division Parts Manager acted as MC, and introduced friends of the guest of honor who presented him with gifts.

"Slim" was born in Hamilton, and joined the MHD at Ronan on July 10, 1928. He moved to Kalispell in 1929 as maintenance foreman. He was later a sectionman and finally shop foreman, which position he held

for 34 years. He and his wife Daisy live in Kalispell, and he expresses no special plans for his retirement.

"Smitty" recalls the development of the maintenance division from a 38-mile section of road to the present 750 miles. He recalls that the winters of 1930 and 1941 were the most severe in his memory.

TEST YOUR TRACTION



TRY STARTING AND STOPPING IN A SAFE PLACE

Not only is the MHD concerned with safe driving by all employees, but with everyone who is a highway user.

The American Trucking Association offers some good winter driving suggestions:

Try starting and stopping in a safe place to determine the "feel" of the road under your wheels. Then you will know what to expect in case of emergency.

Make sure your lights, brakes, tires, windshield wipers, heater and defroster are in good working order.

The basic principle of control on icy or slippery roads is to avoid skidding the tires. Careful, gradual acceleration, and deceleration is the answer.

DON'T follow the vehicle in front of you too closely.



WHERIZZIT?

Here is a test of your knowledge of the Treasure State. This picture, taken in 1962, is without a caption. How many of our readers know where it is? Perhaps the terrain

will give a hint. You might call it a contest, without a prize. Send your answers to CEN-TERLINE, Montana Highway Department, Helena, 59601.

Next month we'll tell you where it is.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana 59601



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